

(III) Affected Environment

Orland is a rural community of approximately 6,000 people in Glenn County, California, located in the rich agricultural region of the northern Central Valley. The project area is located in the City of Orland, just east of the Interstate 5 and State Route 32 interchange, about 100 miles north of Sacramento. The proposed alternatives are all confined to roughly a three block area on the west side of Orland. The area that would be primarily affected as a result of this project is the area on the north and south sides of State Route 32, from the point where it enters the City of Orland, to the intersection of Walker and Sixth Streets.

Geology/Soils: Orland is located on a relatively recent alluvial fan of Stony Creek. Soils in the city area are mostly gravelly.

Land Use: Half of Orland is zoned for residential structures, and the other half is divided between commercial, industrial, and public uses. Land use in the project area is a mix of commercial, light industrial and residential. Some of the parcels in the project area that are currently being used as residences are technically zoned for commercial uses. Should these parcels be cleared of their residential structures (as several of them would be under Alternatives B and C), commercial structures might eventually replace them.

Planning: This plan is in accordance with both Orland and Glenn County's transportation goals. The first goal listed in the General Plan's Land Use and Circulation "Goals and Objectives" is to: "Provide and maintain a circulation system which permits the safe and efficient movement of people and goods throughout the City and Orland Planning Area."¹ One of the policies this plan adopts is to: "Encourage the State Department of Transportation to ... realign State Route 32 from Interstate 5 to Sixth Street...."

Historic and Cultural Resources: Caltrans prepared a Historic Architectural Survey Report to study the 23 properties in the project area, and none were found eligible for inclusion in the National Register of Historic Places.

Hazardous Wastes: No hazardous waste is expected to be encountered within the project limits.

Social: Census data show that the project's block group has a higher percentage of Hispanics and low-income residents than the rest of Orland. (See Tables 1 and 2) Most of the housing in the project area is low-income housing. However, there is no government subsidized housing or permanent minority dwellings such as farmworker housing in or near the project area. According to the Caltrans Draft Relocation Impact Report ten percent of the housing is in average condition, forty percent is in fair condition and fifty percent is in poor condition. Our reports show that sufficient replacement housing that is comparable in terms of amenities, public utilities, and accessibility to public services, transportation and shopping is available.

¹ Orland Area General Plan, April 1991, amended February 1994, page 63.